



<p>What does a container cost?</p>	<p>Call TITAN and get a good deal.</p>
<p>What does a used container look like?</p>	<p>There is no easy answer. Used containers are not unlike used cars; some have had an easy life and been well looked after whilst others have received no attention and are worn out. Therefore we have our grading system that addresses the important aspects depending upon the intended use.</p>
<p>Are there a lot of dents in the container?</p>	<p>There can be but it need not be the case. Not all containers have had the same rigorous life and TITAN look to segregate the best containers to ensure customer satisfaction.</p>
<p>How long will the containers last?</p>	<p>Without any form of preventative maintenance a new container, in a storage environment, should last for more than 20 years. Used containers have a variable lifespan depending upon the condition of the container when purchased. TITAN grade A & B containers should be free of problems for many years after purchase but as steel continues to rust attention should be paid to areas of rust and preventative maintenance performed as required.</p>
<p>What will the container be worth in so many years?</p>	<p>Container prices in Europe are determined by 3 factors; the condition of the container, the value of the US\$ and the market in general which is itself often a reflection of world trade. Over the past 15 years there have been highs and lows. It is impossible to predict the future value of containers but as a general guide new containers loose their value more slowly than used (containers) where the deterioration in condition is normally at a faster rate.</p>

<p>Can containers be modified and still shipped?</p>	<p>All containers shipped should comply with ISO and CSC regulations. In principal any modification that changes the integral design or structural strength of the container should be re-tested prior to shipment. However, in most cases common sense prevails and quite often a new containers with significant modifications will be acceptable for shipment as a container. In the event that large areas of the container panels are to be replaced or extra doors installed please refer to TITAN's full side access models.</p>
<p>How big are containers?</p>	<p>Standard lengths are basically 20' and 40'. There are 8'/10' and some 45' containers readily available whilst most other lengths need to be constructed. In most areas TITAN can arrange for alternative lengths but there will be a short lead-time and these containers will not unless otherwise agreed be CSC plated.</p>
<p>Do you have 30' containers or between 20' and 40'?</p>	<p>Yes. Most sizes >20' but <40' need to be constructed. Quite often 40' containers are shortened to the required length. These containers will not unless otherwise agreed be CSC plated.</p>
<p>Do you have containers larger than 40'?</p>	<p>Yes. We have some 45' (13,6m) and can in theory arrange containers of any length.</p>
<p>Can containers be joined at the sides?</p>	<p>Yes. TITAN's full side access containers can be joined side to side. Otherwise a portion or all of the existing sidewalls on standard containers can be removed to allow containers to be joined together. Attention must be paid to ensure that the roof is correctly supported to avoid sagging.</p>

<p>What is CSC?</p>	<p>CSC stands for Container Safety Convention. These are the regulations that ensure the safe operation of containers. All containers when manufactured have a CSC plate which is valid for 5 years after production. After 5 years the owner is either authorised to operate with ACEP (Automatic Container Examination Programme) or need to operate with PES (Periodic Examination System) where a competent party inspects the container and the CSC plate is updated for a maximum of 30 months. TITAN operate with PES and containers supplied for export should all have a valid CSC plate after inspection. CSC is of no relevance when containers are used for storage.</p>
<p>What is a SOC container?</p>	<p>SOC is a Shippers Own Container i.e. you as the shipper own the container rather than using 1 of the shipping company's containers.</p>
<p>What flooring is in a container?</p>	<p>Sine the 1990's almost all standard containers have been manufactured with plywood floors. Some earlier containers were manufactured with plank floors. Reefer containers have aluminium "T" section floors.</p>
<p>Do you have containers with steel floors?</p>	<p>In principal yes. We manufacture a small percentage of new containers with steel floors. Steel floors can also be installed in containers with wooden flooring</p>
<p>Are containers painted?</p>	<p>Yes all steel containers are painted at manufacture. Normally only steel components on aluminium containers are painted.</p>
<p>How many euro-pallets can be loaded?</p>	<p>The vast majority of containers are not optimally compatible with the 800x1200 mm euro-pallet. Varies according to container size & type, we show on all our container types the maximum number for the specific size/type.</p>
<p>Can containers support cabins and such like?</p>	<p>Yes. Containers are built to be stacked and through the 4 corner-posts most containers can safely support over 300 tons static weight. The roof panels and side top rails can support only lightweight items with causing permanent distortion/damage.</p>
<p>Where can a container stand?</p>	<p>Just about anywhere. Asphalt, gravel, grass, earth, concrete surfaces are all acceptable. The container is self-supporting at the 4 corners. Therefore, on soft unstable surfaces we recommend 4 paving stones or like, 1 under each corner casting, to spread the weight.</p>

Can we return containers in Central Asia?

Yes. TITAN are extending it's depot network allowing the return of containers in a number of major central Asian locations.

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